

# PROJECT 10073 RECORD

1. DATE - TIME GROUP 26 July 65, 4 September 65 (Night)	2. LOCATION Pike County, Missouri
3. SOURCE Civilian	10. CONCLUSION A/C (Helo)
4. NUMBER OF OBJECTS One	Description, flight and all characteristics of sighting in accordance with Helo observation.
5. LENGTH OF OBSERVATION Few Minutes Each	11. BRIEF SUMMARY AND ANALYSIS  Object in flight that included hovering and had a red light rotating which varied in intensity. Light was slow. Small size about 12 ft in diameter. Climbed in "steps". Made one turn of 135 degrees. Fuselage was white, like aluminum. Observed on two nights. See letter. Excellent description. Information includes landmark on sectional charts, elevations and flight characteristics of object.
6. TYPE OF OBSERVATION Ground-Visual	
7. COURSE Maneuvered	
8. PHOTOS <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	
9. PHYSICAL EVIDENCE <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	



44334

7/22/65

[REDACTED]



ALWAYS USE  
YOUR ZIP CODE



SAFOI

Oggio for U.F.O. Sightings  
United States Air Force  
Pentagon  
Washington D.C.



22 Jul 65  
4 Sep 65

Mrs. Hunt/man/SAFOICC/72842/29 Sep 65

SEP 29 1965

Dear Mrs. [REDACTED]

This is in reply to your report of aerial objects which you observed on the night of 26 July and 4 September 1965.

Your report is similar to the many reports in our files of helicopter observations. The slow flight, including hovering, the sound, and the apparent erratic fluctuation of the red light are characteristic of helicopters. The intensity and deviation in appearance at regular intervals occurs when the aircraft is in a turn or at an angle when the light shines through the "bubble" or open portion of the aircraft. It is quite likely that your landmark, which is located on aviation section charts, is used as a reference point in cross-country flights.

Thank you for reporting your observation to the Air Force.

Sincerely,

JOHN P. SPAULDING  
Lt Colonel, USAF  
Chief, Civil Branch  
Community Relations Division  
Office of Information

[REDACTED]  
Eolia, Missouri 63344

COORDINATED By (Office Symbol, Name, Grade, Date)

SAF-OT [initials]	SAF-OF [initials]		
SK			

Record of - SAFOT-2  
Control of - SAFOT-2  
Request of - SAFOT-2  
Activity of - SAFOT-2  
Stayback



HEADQUARTERS  
FOREIGN TECHNOLOGY DIVISION  
AIR FORCE SYSTEMS COMMAND  
UNITED STATES AIR FORCE  
WRIGHT-PATTERSON AIR FORCE BASE, OHIO



REPLY TO  
ATTN OF: TDEW

SEP 17 1965

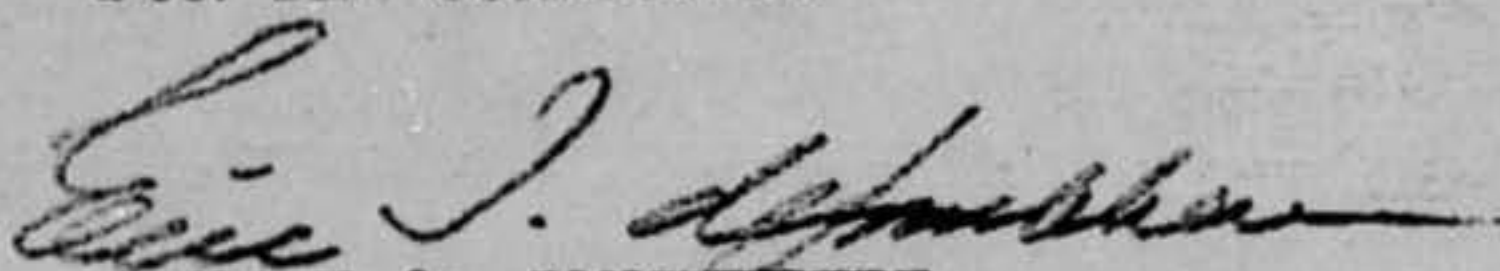
SUBJECT: UFO Sighting, Pike County, Missouri

TO: Hq USAF SAFOICC (Mrs Hunt)  
Wash D C 20330

1. Ref ~~to~~ the attached unidentified object report from ~~the~~. The sighting of objects on the nights of 26 July and 4 September 1965 are similar to many reports in our files of helicopter observations. The slow flight, including portions of hovering, the whoosh sound and the apparent erratic fluctuation of the red light is characteristic of these reports. The intensity as well as deviation in appearance at a regular interval is caused when the aircraft is in a turn or at an angle when the light shines through the "bubble" or open portion of the craft. It's quite likely that Mrs ~~M~~'s landmark, which is located on aviation section charts, is used as a reference point in cross country flights.

2. We had no unusual reports from Pike County, Missouri during this period. The ADC reported no unidentified tracks from her area. Helicopters on flights of this nature could be flown by the Air National Guard, Navy, Army and/or other military units within a radius of 150 miles. In view of the reported characteristics and delay of the submission of her report no attempt will be made to identify a specific flight.

FOR THE COMMANDER

  
ERIC T de JONCKHEERE  
Colonel, USAF  
Deputy for Technology and Subsystems

1 Atch  
UFO Rpt fm ~~the~~'s



~~\_\_\_\_\_~~  
Celia Missouri

63344

Sept 7, 1965

In response to two U.F.O. Sightings  
United States Air Force  
Pentagon Bldg  
Washington D.C.

Dear Sirs -

Our farm is located in Pike County  
Missouri, Prairieville Township 52 -  
on survey ~~\_\_\_\_\_~~ - Our house is on  
~~\_\_\_\_\_~~

long north south ridge - a few  
hundreds yards west of the house is  
a high point of land - 1006' shown on  
the aviation sectional charts. The  
land on which the house stands is  
only a few feet lower.

On the night of July 26 my  
daughter 15, a friend of hers, and I  
were sitting quietly on the north  
terrace watching some lights on  
the Mississippi river in the distance



II

and listening to the owls and  
whipoorwills - Although the sky  
was overcast it was quite clear  
and distant lights could be seen  
quite plainly - The girls had called  
my attention to some zigzags under  
a group of trees - and seeing a  
flicking red light to the north over  
the forest I glibly told them that  
I saw a red zigzag - They of course  
said oh no - an airplane and  
we watched the light coming  
toward us on a direct path leading  
quite fast. Without speaking to  
one another we all realized that it  
was odd that only one light showed  
and that the flash was not a  
steady on off, but completely  
erratic - The colour was also a  
very intense red tending more to  
a blue red than most aircraft  
lights - When it was about a



quarter mile away it seemed to slow  
 and at 200 yds or a bit more or less  
 made an abrupt sharp turn  
 (a one hundred thirty five degree turn)  
 then climbed in a series of steps  
 - during this time the light became  
 dimmer - losing its intensity - but  
 was a constant rather than a flashing  
 light. Seen from the side as it  
 passed on a south east course  
 not over a hundred yards from  
 where we sat (between the house  
 and a grove of high trees) it  
 appeared to be oval - (cigar shape  
 but not as long) about 10-12 ft in  
 length. The red light once again  
 intense and flashing erratically  
 seeming to be all about it - but  
 more from the top - and the  
 fuselage reflecting a white light  
 - like aluminum reflecting a white  
 light — The speed was quite slow



IV

The elevation maybe 150 ft —  
Speed was increased after the  
first hundred and fifty to two  
hundred yards after the turn.  
We ran through the house to  
where we had seen it again  
and it had slowed down. We  
watched it moving straight off  
south east until it was lost to  
sight —

It was a quiet night - no  
loud insects - and the house  
was quiet. There was no noise  
from this aircraft - except a  
very soft whooping like a very  
soft wind —

The time was approximately  
10:35 P.M. C.D.T.

On September 4 at 11:15 P.M. C.D.T.  
I was closing the doors for the  
night and saw the same  
intense red erratically flashing



light. This time due south - I  
could not be sure of the distance  
as there are no high trees or  
hills to mark. The view to the  
south is down over prairie land  
Again there was a high overcast,  
but the night was very clear  
and lights were visible miles away  
There was nothing in the near distance  
by which I could gauge distance.  
However remembering the size of the  
light on July 26 when I did have  
hills and trees - brown land marks  
with which I am familiar when  
watching aircraft or birds - it  
appeared to be between a half mile  
and a mile hovering - I watched  
for several minutes - Went into another  
room and returned with binoculars  
It had moved further south -  
I must have watched some  
minutes then it turned sharply  
(again a sharper turn than a



moving aircraft could make  
and went off west south west  
at very high speed - I lost  
sight of it behind some trees near  
the house -

There is a radar tower north of  
us on Hwy 61 south of Bowling  
Green -

This may be of no interest to  
you, but I felt that I should  
report it —

Sincerely yours

